



# The China Mail

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HONGKONG, FRIDAY, AUGUST 4, 1911.

日十初月六年三統宣

PRIOB, \$3.00 Per Month.

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JAPANESE PHOTOGRAPHY  
All kinds of Photographs  
Work done in latest style  
Developing and Printing  
AMSTERDAM & SINGAPORE  
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CENTRAL.

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OLD VAT



**SCOTCH WHISKY.**

R. THORNE & SONS, L.P.  
GREENOCK & LONDON.  
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SOLE AGENTS IN HONG KONG, CHINA & MANILLA  
A. S. WATSON & Co. Ltd.

**CHINA MUTUAL LIFE INSURANCE CO., LTD.**

HEAD OFFICE, SHANGHAI.

OFFICERS:

J. A. Wattie, Esq., Managing Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered  
under Hongkong Ordinances and under  
Life Assurance Companies' Act, England.  
Insurance in Force \$39,571,465.00.  
Assets \$9,572,930.00.  
Income for Year \$3,868,071.00.  
Insurance Fund \$5,520,050.00.

LEFFERTS KNOX, Esq., Hongkong,  
District Manager.  
B. W. TAFE, Esq., Canton  
District Secretary.  
Alexandra Building.

C. Lawler, Esq., Inspector, Hongkong,  
ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, Kt., O.M.G.  
T. F. Hough, Esq., O. J. Lawrence, Esq.,  
Hongkong, July 22, 1911. 1494

## SHAMKIN NEWS.

(From Our Own Correspondent.)

CANTON, AUG. 3.

NOT WEATHER.

This being the time of the year during  
which the Dog star rises and sets with the  
sun, one expects to have excessive heat  
and so far as Canton is concerned the  
expectation need not lead to disappointment.

The following figures record the daily  
Fahrenheit shade temperature since my  
last notes:—77°, 88°, 98°, 98°, 83°, 88°,  
94°, 95°. The sudden drop from 98° to 83°  
is accounted for by an exceedingly heavy  
rainstorm.

## CORONATION PICTURES.

Some capital pictures were shown at the  
Canton Club Theatre the other evening,  
and were much enjoyed by a fairly large  
company. The chief film was the one  
depicting the Royal progress through the  
streets of London en route to the Abbey.  
These were most realistic.

Some very good films were also shown of  
the Coronation rejoicings at Hongkong.  
The march past of the Naval Brigade and  
and the Troops of Happy Valley was  
admirably depicted.

## REVOLUTION RUMOURS.

Rumours have been rife that a revolution  
is to take place almost every week since  
the last abortive movement. No doubt  
when the parties concerned have cried  
"Wolf" a few more times, something  
really will happen.

## THE DEFENCE CORPS.

The Shamkine defence Corps is being  
regularly drilled and shooting practices are  
also taking place frequently. Should any  
misguided rioters fancy a trip round Sha-  
mkeen, they may be assured of a warm  
welcome.

## CENSUS.

A census of the British concession has  
recently been taken, with the following  
results:—

|                        |      |
|------------------------|------|
| British Residents      | 154  |
| German do              | 64   |
| French do              | 9    |
| Swiss do               | 6    |
| American do            | 18   |
| Portuguese do          | 4    |
| Japanese do            | 35   |
| Chinese Domestic, etc. | 1078 |

The above figures, with the exception of  
the ones relating to Chinese domestic  
include children.

## NAVAL NEWS.

H.M.S. Moresby has returned from  
Lung Chee. The French gunboat Vigilante  
has returned from the same port. H.M.S.  
Robin is here from Shek Lung.

## ANTISEPTIC LINIMENT.

CUTS and bruises may be healed in  
about one-third the time required by  
the usual treatment by applying Chamber-  
lain's "Twee Baln." It is an antiseptic and  
cures and relieves the pain without irrita-  
tion. This liniment also relieves soreness  
of the muscles and rheumatic pains. For  
sale by all Chemists and Dispensaries.

## Business Notices.

**W. S. BAILEY & Co., Ltd.**  
Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roofs, Bridge Work and  
Engineering Work and Repairs of  
every description.  
ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.  
Also complete pneumatic Riveting Plant.

**THE NESTLÉ & ANGLO-SWISS**  
CONDENSED MILK CO.  
CHAM (Switzerland) AND LONDON.

**MILKMAID**  
BRAND  
Full Cream Milk.

LARGEST SALE  
IN THE  
WORLD.

As a guarantee of Quality.

SEE THE  
Milkmaid  
ON EVERY TIN.



Another Famous Product  
of the above Company  
is its

**STERILIZED  
NATURAL MILK.**

A Tint of which will satisfy  
you of its  
EXCELLENCE.

PRICE:  
\$0.50 Cents Per Tin.  
\$2.50 Per Doz. Tins.  
\$9.00 Per Case of 4 Doz.  
Tins.

ON SALE AT:  
LANE, CRAWFORD & CO.  
Kwong Tze, Queen's Rd. Cent.  
Jardine's, Queen's Rd. Cent.  
MAN YUEN, Queen's Rd. East.  
NAM HING, Leaden, Queen's  
Road Central.  
HONGKONG CO-OPERATIVE SO-  
CIETY, 11 Tsim Road.

Hongkong, December 1, 1910. 155

**CANTON, MACAO AND  
WEST RIVER  
STEAMERS.**

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).  
CANTON TO HONGKONG—Daily at 8 A.M. and 6.15 P.M. (Sunday excepted).  
HONGKONG TO MACAO—Weekdays at 8 A.M. and 3 P.M.  
Sundays at 8.30 A.M. and 12.30 P.M.  
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.  
Sundays at 7.30 A.M., 1 P.M. and 6 P.M.  
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.  
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.  
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.  
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.  
The s.s. SUI TAI leaving on Sundays at 12.30 P.M. connects with the excursion  
steamer returning from Macao at 5 P.M.  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
HOTEL MANSIONS Opposite Hongkong Hotel.  
Hongkong, May 4, 1911. 15

**GRAND HOTEL.**  
No. 2, Queen's Road Central.  
A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.  
Large and Airy Rooms, Luxuriously furnished, Electric Light and Fans through-  
out. "Sanitary arrangements of the latest pattern."  
CUISINE UNDER EUROPEAN SUPERVISION.  
Ladies' Afternoon Tea Rooms. Special rates for married families on application to  
the Manager.  
CHARGES MODERATE.  
F. REICHMANN, Proprietor.  
Telephone No. 197. TELEGRAPHIC ADDRESS "COMFORT," Hongkong.  
Hongkong, November 10, 1909. 1574

**THE CLUB HOTEL.**  
Best Attention Paid to Guests.  
No. 5, Bund. YOKOHAMA.  
Hongkong, March 1, 1911. 29

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of  
1875 the EXCHANGE BANKS will  
be CLOSED for the transaction of Public  
Business on 7th instant.  
Hongkong, August 2, 1911. 988

## NOTICE.

**VICTORIA RECREATION CLUB.**  
THE ANNUAL GENERAL MEETING  
of Members will be held in the Grand  
Ballroom on WEDNESDAY, the 9th August,  
at 5.30 P.M., for the purpose of considering  
and passing the Annual Reports and State-  
ment of Accounts for 1910.  
FRANK LAMBERT  
Hon. Secretary.  
Hongkong, August 2, 1911. 990

## CHINA MAIL

**Typhoon Map.**

Price 1/6

**BIJOU SCENIC THEATRE,**  
FLOWER STREET.

Cinematograph Vaudeville

8.15 P.M. EVERY EVENING 9.15 P.M.

Mrs VIOLET BONNETTA  
Mr R. H. STEPHENSON,  
and  
FRANK MELROSE.

7.15 P.M. PICTURES ONLY 7.15 P.M.

See Hand Bill.

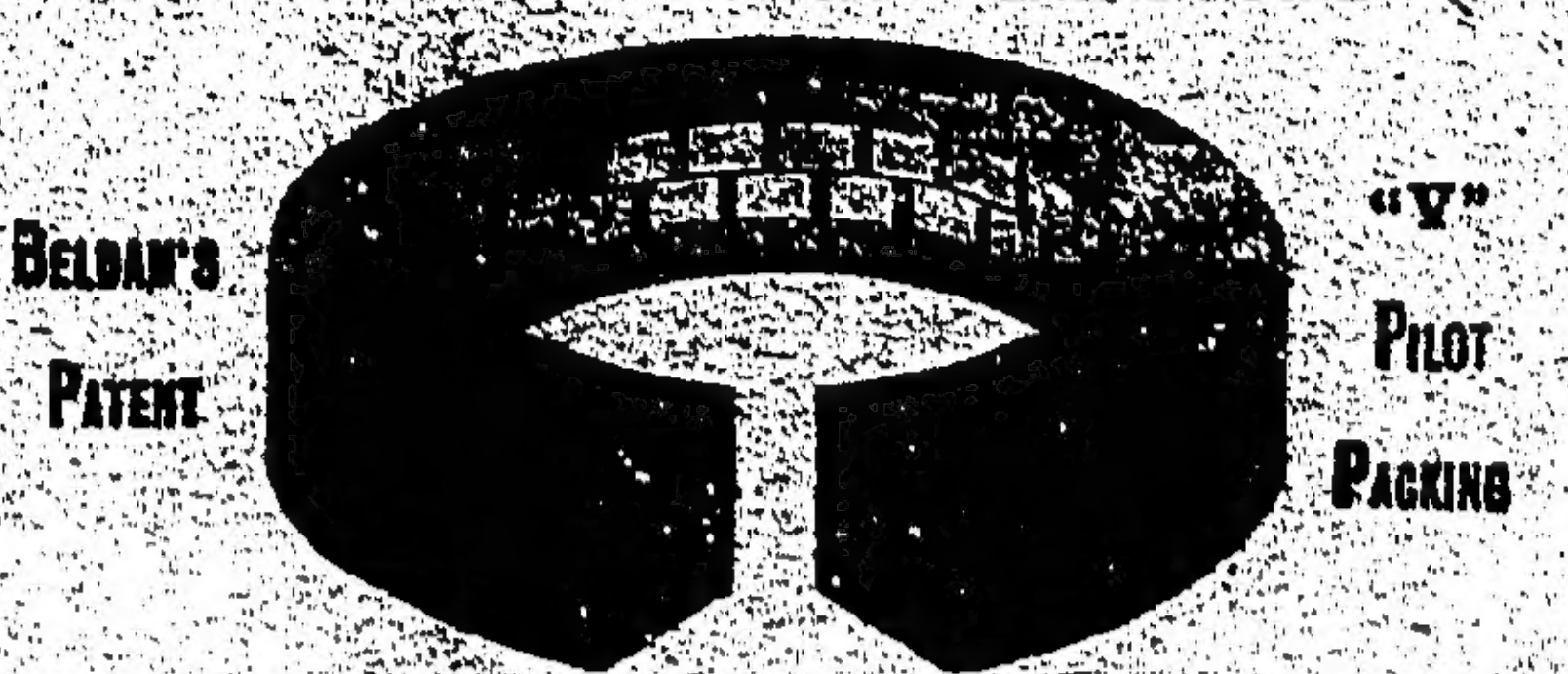
Lessee and Manager  
R. H. STEPHENSON  
Hongkong, August 1, 1911. 984

**THE GRAND CARLTON HOTEL**

This Temperance Hotel has been established to meet the requirements of those who desire  
all the conveniences and advantages of the modern Hotels at moderate charges.  
TELEGRAPHIC ADDRESS "GRAND."  
Hongkong.

## Business Notices.

SOLE AGENTS IN HONG KONG FOR  
**BELDAM'S PATENT PACKINGS, JOINTINGS,  
ASBESTOS AND RUBBER GOODS**



**THE EASTERN ASBESTOS COMPANY.**  
Office and Showrooms: 5, Queen's Building, Chater Road.  
Telephone: "CORRUATED, HONG KONG" Telephone No. 551. HONG KONG.

**LANE, CRAWFORD & CO.**  
Tailoring Department  
(FIRST FLOOR).

**SPECIAL VALUE**  
WHITE  
ORLEANS CLOTH JACKETS  
\$5.50.  
WHITE SERGE TROUSERS  
\$9.00 per pair.

**LANE, CRAWFORD & CO.**

**VICTORIA DISPENSARY**  
(OPPOSITE THE CLOCK TOWER).

Dispensing and Family Chemists.

## IMPORTERS OF—

**PROPRIETARY MEDICINES,**  
Toilet Articles, Perfumery, Soaps,  
Cigars, Cigarettes, Tobaccos.

**J. ULLMANN & CO.**

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of  
**HIGH CLASS JADE AND CHINESE-MADE  
JEWELLERY  
SOUVENIR-SPOONS.**  
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.  
Prices right.

**THE HONGKONG HOTEL.**

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
J. E. TAYLOR, Manager.

**PEAK HOTEL.**

ADAMANTLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
Open to the South Winds in Summer and protected from the North-east Winds in  
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent  
islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.  
Terms—From \$4 per Day. Telephone Add. "Peaceful."  
100, Victoria Road.  
Hongkong, February 6, 1911. 973

**ASTOR HOUSE HOTEL**

(LATE "CONNAUGHT HOTEL")  
**QUEEN'S ROAD CENTRAL.**

CENTRALLY situated, up-to-date Hotel. Recently renovated and under the  
New Management. Large and comfortable rooms. Excellent Cuisine under the  
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to **MANAGER**  
G. GAMBAU, Proprietor. M. BLUMENTHAL, Manager.  
Grand Opening, October 5, 1910.

**THE GRAND CARLTON HOTEL**

This Temperance Hotel has been established to meet the requirements of those who desire  
all the conveniences and advantages of the modern Hotels at moderate charges.  
TELEGRAPHIC ADDRESS "GRAND."  
Hongkong.

## Business Notices.

**GREEN ISLAND CEMENT CO., LD**  
**PORTLAND CEMENT**

In Casks of 75 lbs. net.

In Bags of 25 lbs. net.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**FAIRALL & CO.**

ARE SHOWING

**NEW DRESS LINENS,  
COTTON, FOULARDS,**

Peter Pan Collars, Handkerchiefs, Belts, etc.

A GOOD ASSORTMENT OF SAILORS' HATS.

2, PEDDER STREET. Telephone 644.

**MARIENTHALER BEER 'LION BRAND'**

in case of 48 quarts \$12—per case incl. duty.

in case of 96 pints \$16— " " " "

**CHAMPAGNE VEUVE  
CLICQUOT-PONSARDIN**

\$54.— Per case of 12 quarts or 24 pints incl. duty.

**COGNAC V. O. P.** \$23.50 per case incl. duty.

**COGNAC \* \* \*** \$18.50 " " " "

**China Export-Import & Bank Co.,**  
No. 2, Connaught Road.

Hongkong, July 7, 1911. 899

**MARINE-MOTOR**  
CRUDE OIL ENGINES.

**BOLINDER'S DIRECT REVERSIBLE CRUDE OIL  
ENGINES.**

MOST EFFICIENT AND ECONOMICAL FORM OF MARINE PROPULSION.

A sea voyage of 22 days, without once stopping the engine, has been made by  
the "Crudoleo" fitted with a BOLINDER direct reversible engine.

POWERS FROM 5 H.P.—500 H.P.

FUEL CONSUMPTION 1/4 ct. mex. per H.P. Hour.

**FAY & BOWEN** Kerosene engines and lighting sets.

**FERRIS** Gasoline (Petrol) engines for pleasure and speed craft.

ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILT.

ESTIMATES FREE.

**ULDERUP & SCHLUTER.**

Office: 21, Connaught Road.

Hongkong, June 15, 1911. 718

**WING ON Co.,**

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.

[HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and  
China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equals.

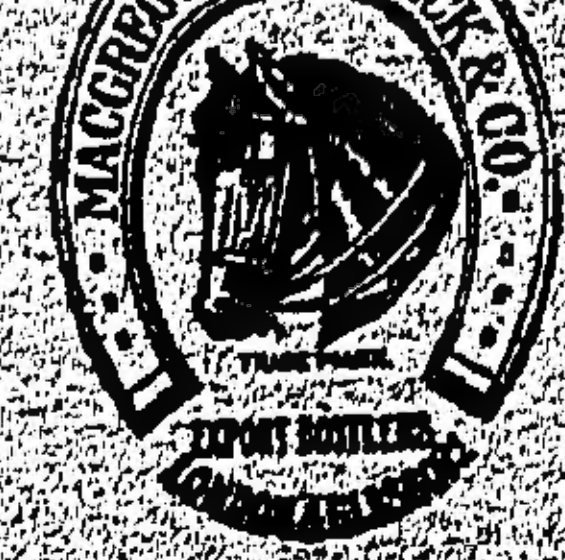
200-212, DES VUEUX ROAD CENTRAL.

107 & 108, CONNAUGHT ROAD CENTRAL. (Trans. pass the Door).

Hongkong, August 15, 1910. 715

**THE WELL-KNOWN HORSE HEAD BRAND.**

**BASS' ALE.**



**GUINNESS' STOUT.**

SOLE AGENTS

**CALDBECK, MACGREGOR & Co.**

ESTABLISHED 1862



## Intimations.

**G. FALCONER & Co.,**  
LIMITED.WATCHMAKERS AND JEWELLERS.  
Telephone No. 963.**HOTEL MANSIONS.**  
NEW SELECTIONS OFDIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVINS NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & CO.,**Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.**MEE CHEUNG & CO.,**ART PHOTOGRAPHER, ICE HOUSE LANE  
SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs,  
CAMERAS FOR HIRE.  
1786**Weismann, Limited.**Bakers, Confectioners, Caterers,  
Restauranters.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910.

**WHITE ANTS.**

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS &amp; CO.

**ENO'S 'FRUIT SALT'**

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,  
Temporary Congestion arising from Alco-  
holic Beverages, Errors in Diet, (Eating  
or Drinking), Biliousness, Sick Headache,  
Giddiness, Oppression or Feeling of Melan-  
choly, Vomiting, Heartburn, Sourness of  
the Stomach, or Constipation. It is a  
Refreshing and Invigorating Beverage,  
most Invaluable to Travellers, Emigrants,  
Sailors, and Residents in Tropical Climates.ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin, and  
Kidneys by Natural Means, thus the blood is freed from poisons or other  
harmful matters, the foundation and great danger of Chills, Fever, Worry, Blood  
Poison, &c. There is no doubt that where it has been taken in the earliest  
stages of a disease, it has, in innumerable instances, prevented a serious illness.  
CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.  
Observe that you have the standard form of BOTTLE.—IMITATION.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London,  
E.C. 4. Sole by J. C. ENO'S PATENT.  
Sold by Chemists and Stores everywhere.**THE CHINA MAIL, LTD.**

PRINTERS

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROPEC-

TUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,

6, Wyndham Street.

European Supervision

Moderate Prices.

## Intimations.

**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKE-  
SIMA, OCHI, MUTARE, YO-  
SHINOTANI, HOJO, KANADA,  
NAMAKUTA, SAKO, SHINNEW  
and KAMITAMADA Collieries.SOLE AGENTS FOR KUSHIDAKE  
COAL.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—  
Nagasaki, Moji, Karatsu,  
Wakamatsu, Kobe, Osaka,  
Shanghai, Hongkong, HankowFor particulars, apply to  
Y. SHIBUYA,  
Manager,  
No. 2, PARKER STREET  
Hongkong.

Hongkong, April 29, 1911.

HONGKONG AND SOUTH CHINA  
STEAM FISHERIES CO., LTD.NOTICE IS HEREBY GIVEN THAT  
THE ORDINARY GENERAL MEETING  
OF SHAREHOLDERS of the Company  
will be held at the Office of the  
General Managers on the 9th day of  
August, 1911, at 12 o'clock noon, for  
the purpose of considering the Report  
and Accounts to 30th June, 1911, and  
to transact any business that may be  
transacted at an Ordinary General Meeting.Notice is given that the TRANSFER  
BOOKS of the Company will be CLOSED  
from 1st to 9th August, 1911, both days  
inclusive.By Order of the Board,  
C. MOONEY,  
Secretary.

Hongkong, July 28, 1911.

HONGKONG HOTEL CO., LTD.

NOTICE

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS  
will be held at the Company's Hotel, on  
SATURDAY, the 12th August, 1911, at  
12.30 p.m., for the purpose of receiving  
the Statement of Accounts of the Company  
to the 30th June, 1911, with the Report  
of the Directors, and to discuss any matter  
that may be completely brought before  
the Meeting.The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 6th to the  
12th August, 1911, both days inclusive.By Order of the Board,  
C. MOONEY,  
Secretary.

Hongkong, August 3, 1911.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.NOTICE IS HEREBY GIVEN THAT  
THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS in  
this Corporation will be held at the CITY  
HALL, Hongkong, on SATURDAY, the  
18th day of August, 1911, at Noon, for  
the purpose of receiving the Report of the  
Board of Directors together with a State-  
ment of Accounts to 30th June, 1911.The REGISTER OF SHARES of the  
Corporation will be CLOSED from MON-  
DAY, the 7th August, to SATURDAY,  
the 18th August, 1911, (both days inclu-  
sive), during which period no transfer  
of Shares can be registered.By Order of the Board of Directors,  
N. J. STABB,  
Chief Manager.

Hongkong, August 2, 1911.

S. HANDA.

JAPANESE MASSAGIST.

2nd FLOOR,  
No. 60, QUEEN'S  
ROAD  
CENTRAL,  
HONGKONG,  
Near the Old  
Post Office.

Hongkong, July 21, 1911.

SINGON &amp; CO.

IRON, STEEL, METAL AND HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig-Iron and  
Foundry Coke Importers, General Store-  
keepers and Shipchandeliers. Nos. 30 and  
31, Kwo Loong Street, 2nd Street, west  
of Central Market. Telephone No. 515.

Hongkong, September 4, 1909.

## KWANGTUNG NOTES.

Reported Assaults by Drunken  
Foreigners.The native papers report that on Honan  
two evenings ago one of the Customs tide-  
waiters, who had taken too much drink, was  
in the street and whilst there he assaulted  
several persons. According to the story  
he seemed to have quite lost self-control,  
and went up to any Chinese, the sight of  
whom appeared to rouse his ire, and struck  
them in the face. Some he hurt rather  
badly. One man, who was employed in a  
rice shop and who ran against him with a  
bag of rice, was rather badly knocked about.  
It is said that the police watched  
the foreigner but did not attempt to  
arrest him. Many of the people, being  
extremely angry at what went on, marched  
in a body to the central police station, of  
the district and roundly rated the Head  
of Police for not taking measures to put a  
stop to that sort of thing, and protect the  
peaceable inhabitants of the place. Mean-  
while a report has been sent in to the Com-  
missioner of Customs, and another to the  
Chief of the Police, and in each it is  
demanded that the man be at once dismissed  
from the service.

## OFFICIALS ON THE ALERT.

The twentieth day of the sixth month is  
usually kept as the birthday of Lo Pan,  
the patron saint of the carpenters and  
wood-workers in the south of China. He  
is supposed to be the original worker in  
wood, though no one knows anything about  
him, except this mere skeleton of tradition.  
Still, the day is generally one of great re-  
joicing among the carpenters and wood-  
workers, and they invariably make arrange-  
ments for a holiday and feasting. Their  
Guilds also make provision for an outing to  
the temple, which is situated at Jung Tsu  
pagoda. It is said that in normal times  
not less than ten thousand men and women  
gather and take part in the services to the  
idol. Apparently this year these folk are  
not to have things their own way. The  
Nanhai and the Panyu magistrates have  
issued a joint edict pointing out the un-  
settled condition of the city, and informing  
the people that this year they will have to  
forego their usual religious ceremonies and  
their accustomed social rejoicings. It is  
explained that just at present it is not safe  
that so many persons should be allowed to  
gather together, and therefore the usual  
doings must stand in abeyance for this  
year. Whether the people will submit or  
not cannot yet be said. Edicts are some-  
times ignored.

## A TERRIBLE TRAGEDY.

The following tragedy is reported from  
Sei Yui. The occupants of a small boat  
were a man, his wife and five children.  
The boat took cargo from place to  
place; and on the evening of the twenty-  
first of the Chinese month it was attacked  
by pirates. Ten men appeared. They  
searched the boat, but did not find enough  
to satisfy their desires. They then took  
hold of the five children, and, in spite of  
their cries, carried them off for sale. The  
eldest girl was more than ten years of age.  
The man and his wife opposed the robbers,  
whereupon they drew knives and stabbed  
the woman in several places, so that she  
fell into the water and was drowned. They  
then wrapped the husband in an old quilt  
and flung him into the river also. Next  
the pirates took the boat with the five  
children and rowed across to the opposite  
side of the river and disappeared. Fortu-  
nately the man struggled in his quilt and  
managed to get out of it and so saved his  
life. It is reported that the brigands  
killed the smallest child of the family, who  
was not three years of age; and left his  
body on the hills in their retreat. On the  
other hand it is believed that one of the  
men has been arrested in Hongkong, and  
that two of the little girls are now in the  
hands of the Po Leung Kok office.INDIAN TRADE WITH THE  
FAR EAST.A report on the Foreign Trade of India  
for the year 1910-11 states that more than  
two-thirds of the refined sugar came from  
Java. That country also furnished most  
of the considerable imports of molasses.  
In silk piece-goods Japan and China out-  
strip all other countries. Matches amount-  
ed to 2550,000 (chiefly Japanese and  
Swedish). The word shortage of cotton  
led to an exceptional demand for Indian  
cotton by Japan and by those European  
countries that have suitable machinery for  
manipulating the inferior Indian fibre.  
Japan took 32 per cent. of the exports.  
The exceptionally high cost of raw  
material, coupled with a diminished  
demand for yarn in China, caused  
serious depression in the Bombay  
mill industry. The rise in yarn prices did  
not keep pace with the advance in raw  
cotton, while yarn exports declined from  
227,364,500 lbs. to 183,425,000 lbs. in  
quantity, and from 28,473,000 to 25,749,000  
in value, practically the whole reduction  
being on account of China, whose purchases  
were among the lowest for the last ten  
years. In the China market, Japan, which  
uses principally Indian raw cotton, is cut-  
ting seriously into the Indian trade, while  
China has now 40 mills of her own. The  
tea trade was remarkably prosperous in  
1910-11. In the last two years the position  
of tea has greatly improved, and prospects  
are excellent in view of the restricted area  
under cultivation in India, the falling off  
in China tea, the probability of smaller  
supplies from Ceylon and Java, where rain-  
fall is dividing attention with tea, and the  
continued growth in the world's demand.  
The Russians having discovered the superi-  
ority of Indian tea to China tea, last year  
increased their purchases by 10,000,000  
lbs., and the total shipments to Russia  
amounted to about 40,000,000 lbs., of which  
30,000,000 lbs. went to Vladivostok and  
Hankow. With the former of these ports  
Calcutta has now a direct steamer service  
in the tea season. A large rise in opium  
values, from 25,310,000 to 28,510,000, was  
due to speculation consequent on the ex-  
pansion in China. The quantity of opium  
exported from India fell from 73,659 to  
63,030 cwt.

## Intimations.

## HONGKONG JOCKEY CLUB.

A MEETING of Members interested in  
ordering Subscription Grilles for  
next Races will be held in the Office of  
the Hongkong Jockey Club, on SATUR-  
DAY next, 5th August, at 12.30 p.m.  
J. F. HOUGH, Secy.  
Clerk of the Club, 372

## ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.  
MONDAY, AUGUST 7th, at 8.15 p.m.The Programme will be a popular one  
and will include:—  
Grand Chorus.....Guilmant.  
Om-pro nobis (Vocal).....Pleochonin.  
Shepherd of Souls (Vocal).....Ed. Jones.  
Hallelujah Chorus.....Handel.SOLOIST: Mrs. STAINER.  
Hongkong, July 31, 1911.**BACON & HAM**Do you want the best for your  
table?

SEND US YOUR ORDERS.

We stock absolutely first quality  
Australian mild cured Bacon and  
Hams.

Prices Moderate.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1911.

**YEE SANG FAT,**

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

STYLE AND FIT  
GUARANTEED.

NEW STOCK

Helmets (Cork and Rubber).

RAIN COATS,

BATH ROBES  
AND

SUMMER UNDERWEAR.

Hongkong, Sept. 20, 1910.

清水汽力迫士

HOME-MADE MINERAL  
WATERS.

BETTER THAN FACTORY-MADE.

Why continue purchasing  
factory-made Mineral  
Water? Make your own  
Mineral Water at home  
at a cost of 90 cents a  
dozen Syphons. Then  
you KNOW the water is  
pure, and contains no  
disease germs. With the  
"PRANA" SPARKLET SYPHON  
and a dozen Bulbs you  
can make a dozen  
Syphons of delicious  
Mineral Water and the  
cost less than if you buy  
factory-made Mineral  
Water. All Chemists  
and Stores sell "Prana" Sparklet Syphons  
and Bulbs.Price of Syphons.....\$2.00 each.  
Bulbs.....0.90 per box.Wholesale Price:—  
Syphon per dozen.....\$16.00 L.o.b.  
Bulbs per doz. boxes.....\$ 8.00 L.o.b.

KWONG SANG HONG, LTD.

WHOLESALE AGENTS,  
246 and 248, Des Vœux Road Central,  
HONGKONG.行發總  
司公限有行生廣港香

Hongkong, March 1, 1911.

Popular

ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS  
MITSUI BUSSAN KAISHA.

Hongkong, December 17, 1910.

## Intimations.

**The Wrong**

WAY TO READ.

If you have to hold the print  
too far away to see clearly, the eyes will  
be strained to make out the fine print.  
If you have to hold the print too close  
that will strain the muscles of the eye.  
Either way is bad.See us and have the satisfaction  
of using a pair of right fitting,  
right seeing glasses.

CLARK &amp; Co.

SCIENTIFIC OPTICIANS  
YORK BLDG., HONGKONG

Hongkong, February 14, 1911.

THE EQUITABLE LIFE ASSURANCE  
SOCIETY OF THE UNITED STATES.SHEWAN, TOMES & CO.,  
GENERAL MANAGERS, HONGKONG.J. T. HAMILTON, GENERAL MANAGER  
FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910.....G. \$494,715,923

Surplus.....85,093,459

Dividends to Policyholders.....10,378,137

Total paid Policyholders 1910.....53,439,350

Total Expenses for 1910.....10,392,082

Gross earnings from interest  
and Rents for 1910.....21,648,528Gross rate of Income from  
Investments 1910.....4.45%

Hongkong, May 30, 1911.

SWATOW WARRONG &amp; CO.,

13, QUEEN'S ROAD CENTRAL,  
HONGKONG.MANUFACTURERS OF  
Swatow Hand-made Drawn Work  
and Canton Embroidery, etc.GENERAL EXPORTERS.  
WHOLESALE & RETAIL.

LADIES' TAILORS.

LAU PING KEE CO.

CIGARS, CIGARETTES, TOBACCOS.

USED POSTAGE STAMPS AND  
PICTORIAL POST CARDS.

KWONG CHEONG.

GOLD AND MONEY CHANGER.

No. 13, Queen's Road Central,  
HONGKONG.

Hongkong, May 27, 1911.

JAPANESE MAKERS.

EVERY KIND  
OF  
Footwear  
MADE  
TO  
ORDER

CHERRY &amp; CO.

35, WELLINGTON STREET,  
Hongkong, May 3, 1910.

PATELL &amp; CO.

Exporters &amp; Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,  
SHANGHAI AND  
HANKOW.THE  
CHINA MAIL  
RAILWAY SOUVENIR.

Price.....10 cents

## Hotels.

**STATION HOTEL,**  
NATHAN ROAD,  
KOWLOON.ELECTRIC LIGHT AND FANS.  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.PRIVATE AND PUBLIC BARS.  
BILLIARD ROOM.

Private Dining Room.

EXCELLENT COUSINE.

Tel. No. 1120. Tel. Address "TANCOCK".

For Particulars apply to  
THE MANAGER.

Hongkong, March 1, 1911.

VICTORIA HOUSE

10, QUEEN'S ROAD CENTRAL.

THE CHEAPEST AND THE  
BEST ACCOMMODATED  
BOARDING-HOUSE  
IN THE CENTRAL LOCALITY.A. WOHLERS,  
The Manager.

Hongkong, October 13, 1910.

VICTORIA HOTEL

LATE  
NEW AMOY HOTEL,

KULANGSU, AMOY.

UNDER NEW MANAGEMENT.  
Good Food, Clean Rooms, each with  
Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land-  
ing place.BAR, BILLIARDS AND BOWLING  
ALLEY.Chas. A. Mutton  
Proprietor.

Hongkong, January 3, 1911.

KING EDWARD HOTEL

A  
HIGH-CLASS HOTEL.LADIES AFTERNOON TEA ROOMS.  
PRIVATE BAR AND BILLIARD ROOMS.  
Hot and Cold Water throughout.Electrically Lighted.  
Electric Fans (if required).  
Electric Passenger Elevator to each Floor.TABLE D'HOTE AT SEPARATE TABLE.  
Tel. Address "VICTORIA", Hongkong.  
For Terms, etc., apply to the  
MANAGER.

Hongkong, October 2, 1908.

'KINGSCLERE'

PRIVATE HOTEL.

APPROACHED from Kennedy Road  
and Macdonnell Road.Tel. No. 134. Tel. Address: "KINGSCLERE".  
B.C. Code 4th Ed.Electric light, hot and cold water through-  
out. Billiards, tennis, croquet, putting  
green and fine stabling for horses.Proprietress, Mrs. F. SACHSE.  
Hongkong, September 1, 1908.

BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with  
Tennis and Croquet Lawns, Large  
Aire and Well Furnished Rooms. Every  
home comfort. Fine View of the Harbour.  
Telephone No. 590.Apply to Mrs. F. W. WATTS,  
Braeside, 20, Macdonnell Road.  
Hongkong, September 2, 1908.

AGENTS

LONDON.—F. ASH, 11 & 13 Clement  
Lane, Lombard Street &c. T. B. Brown  
& Co., Ltd., 155 Queen's Road, Victoria  
St. Charles, 30 & 32, 33, 35, 37, 39, 41, 43,  
45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65,  
67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87,  
89, 91, 93, 95, 97, 99, 101, 103, 105, 107,  
109, 111, 113, 115, 117, 119, 121, 123,  
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179, 181, 183, 185, 187, 189, 191, 193, 195,  
197, 199, 201, 203, 205, 207, 209, 211, 213,  
215, 217, 219, 221, 223, 225, 227, 229, 231,  
233, 235, 237, 239, 241, 243, 245, 247, 249,  
251, 253, 255, 257, 259, 261, 263, 265, 267,  
269,















The most refreshing Perfume for the hot season—

**SWEET LAVENDER!**

**Watson's Specialities—**

**Ye Old English Lavender Water**

A DELIGHTFUL PERFUME

**Lavender Talcum Powder**

PURE, REFRESHING, LUXURIOUS. FOR TOILET AND NURSERY.

**Ye Old Mitcham Lavender Soap**

SUPERFINE QUALITY. AN IDEAL SOAP FOR SENSITIVE SKINS.

**A. S. Watson & Co., Ltd.,**

CHEMISTS BY APPOINTMENT TO H.E. THE GOVERNOR.

**OVERSTRUNG**

**UPRIGHT**

**GRAND**

BY

**Hooff & Hooff**

Price \$475.

A Liberal Discount given for CASH.

**S. MOUTRIE & CO., LD**

SOLE AGENTS.

Hongkong, April 16, 1907.

**WM. POWELL,**

LIMITED.

**CHILDREN'S DEPARTMENT.**

THE NEW

**'BONNIE'**

**Straw Hats**

FOR

**Boys and Girls.**

**\$1.50, \$2.50, \$3.50.**

A VERY PRETTY DESIGN.

**Wm. Powell, Ltd.**

**VICTORIA THEATRE.**

DES VOUEX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND 9.15 P.M. to 11.15 P.M.

THE FINEST and COOLEST HALL in the COLONY.

RETURN VISIT

of the celebrated

**DONNELLY TROUPE**

UNPARALLELED SUCCESS.

Look out for the Great Artists

**LYNDON DAVIES**

COMING SOON.

asked, as pointedly as any question could possibly be put, whether the Government considered the rent which the lessee had agreed to pay was an adequate one. But the answer was far from being as direct as the query. The COLONIAL SECRETARY embarked on a rambling, irrelevant statement as to the capital outlay, the improvements and the rates which will have to be borne by the lessee, and deduced that "it would appear" that the accepted tender was "as good as the Government was likely to obtain." What publicity had been given to the letting of the premises? Tenders, we are told, were invited during five weeks in successive copies of the *Gazette*, and attention was called to the matter (gratuitously we may add) in the news columns of two of the daily papers. One could scarcely conceive a more eloquent illustration of the meaning of that much-used word "Maskee." In such a case as this the matter should have been widely advertised for weeks. Yet not a single advertisement was inserted in the newspapers, and no notice was even posted on the buildings declaring them "To Let." Tenders were invited in that un-read publication, the *Gazette*, and two little paragraphs appeared in local journals. Yet the Government considers it has done its utmost in the matter! Our idea is that if one is anxious to successfully conceal a fact the best way to do so is to advertise it in the *Gazette*.

**THE STRAMSHIP CASE.**

**Judgment for Plaintiff.**

Mr Justice Gompertz, at the Supreme Court this morning, gave judgment in the claim for damages for wrongful dismissal brought by Captain Tom Austin against Chi Wo and Co., for \$870, for three months' salary in lieu of notice, and lodgings for three months at \$30 a month.

Mr D. V. Stevenson was for plaintiff and Mr Lewis for defendant.

His Lordship's judgment was as follows:—This is an action for damages for wrongful dismissal by the master of a local passenger ship. There are two defences—justification—the employer maintaining that they were entitled to dismiss the plaintiff for negligence and failure to properly discharge his duties as master. Secondly the employers say that under an oral agreement made between themselves and the master on his appointment, the engagement was to be terminated by twenty-four hours' notice on either side.

There were also insinuations—they are nothing more, for they were not supported by evidence—that the plaintiff in breach of his duties to his employers comported himself towards passengers, European and Chinese. Now as to the defence of justification this was based upon certain evidence given by plaintiff himself and by several witnesses for the defence—mate, chief engineer, commodore and second pilot—to the effect that regular watches were not kept on board. It appeared from the plaintiff's own statement that he and the mate usually took the vessel out of harbour at 9.30 p.m. After Captain Austin the mate was busy with the telegraphs. The captain remained on deck until past, Castle Peak—for one and three quarters to two hours. After that he would chat with passengers for two or three hours being on deck again at the Chin Rocks. In open water the captain stated that he left the vessel to one of the Chinese pilots of whom he carried two. These pilots are unlicensed, merely Chinese seamen with good local knowledge. One of the pilots who was called as a witness stated that he possessed a coxswain's certificate. The captain said that the vessel was in charge of the pilots for perhaps three hours, but that the mate was knocking about part of the time. He added that he considered he did his duty, that he followed the custom, and he went on to state that in fact he himself was always in charge of the ship and that it was incorrect to say that the pilot was in charge. He himself was always on the bridge and was in and out the whole time and the pilot never knew when he was going to pop out. The Chief Engineer's evidence was to the effect that several times having to report temporary breakdowns in the machinery he found neither the captain nor the mate on the bridge, and he then reported to the pilot. He stated to me, when I recalled him, that as the practice was not to keep watches, he did not trouble to call the captain if the latter was not on the bridge, but reported to the pilot or whoever he found there. He proceeded "No doubt if I had pushed open the swing door, I should have found the captain in the cabin," and again "If the telegraph rings the captain is out immediately. Should I want to stop before the telegraph I am out before him." Then comes the mate whose evidence does not differ materially from that of the captain. I summarise it as follows:—Since the 1st of July when plaintiff left the ship the (new) captain and I kept regular watches. When the plaintiff was there there were no regular watches. I never kept strict watch under the plaintiff. Plaintiff never kept watches in open water. The captain said I need not keep a regular watch—it was not necessary.

In cross examination he said that the captain was a careful navigator and attended to his duties in a proper manner. The next witness was the second pilot. This man was from ten to twenty days on the ship with plaintiff. He says—again I summarise—"I very seldom saw a European on the bridge—I never saw the mate on the bridge except when entering or leaving port. When leaving Canton the captain was on the bridge. After leaving Whampoa he was sometimes on the bridge but more often not there. After Whampoa the captain remained about ten minutes on the bridge. In my watch after the captain left I got orders from no one. For the rest of the watch I was in sole charge of the ship till I handed over to No. 1. Now and again the captain came out. Once the captain had left the bridge I saw him once or twice in the twenty days. Most days he never came out." The Commodore's evidence is merely that he justified the bridge—at night on several occasions and found neither the captain nor the chief officer there. Then the defence called Mr Edward Jones, Acting Assistant Harbour Master of the Colony, as an expert witness. Very early in the case I stated that had I known what the issue was likely to be I should have insisted on having a marine assessor. An adviser on the Bench to whom the judge can put his difficulties and get counsel and explanation is much more helpful in a case of this sort than an expert witness in the box.

I should like to have notice in future beforehand when any similar case is coming on for trial. Now the gist and substance of Captain Jones' evidence is contained in the last few lines of his examination in chief which I reproduce. He said "On the captain's own evidence in the box this morning he has been guilty of breach of duty—a serious breach of duty, such as would imperil the ship and lives in her."

In cross examination he said—"I have no local knowledge of Canton waters—I don't know the state of water at Castle Peak or Chin Rocks. I can't say if captain and mate in Chinese owned boats keep watch—it is their duty to do so. The officer

keeping watch should be in communication with the man at the wheel and close to the telegraph, that is on the bridge. The captain may slip into his room to light his pipe—in and out—at his own risk—they always do. If the engine went to the bridge to report, and could find neither captain nor mate that would be a serious dereliction of duty. It is a serious thing to be off the bridge when the vessel is under way—there would be more risk in narrow or crowded waters, but the principle is the same. Now I will confess that when I heard this testimony I thought the case was at an end, and subject to any rebutting evidence the plaintiff might call I was prepared to give judgment immediately for the defendants. I refused Mr Stevenson leave to call evidence to prove that the plaintiff's evidence was usual and ordinary with other boats of this type, for if a practice is really wrong and indefensible I suppose it can be no defence merely to prove that it is usual and prevalent. Finally however, it seemed to me not to be altogether fair to decide adversely to a man in a matter of his professional duty and competence on the authority of a single expert however skilful an expert, moreover who came into the case not with an independent and quasi judicial status as an assessor does, but merely as a witness called by the other side. I may hardly say that I am in no way reflecting upon Captain Jones' impartiality. I am quite sure that he gave his evidence with scrupulous fairness, and he was very careful to state that he had no local experience and did not know the Canton waters. I therefore reserved my decision and with the consent of the parties I have called in the assistance of Captain Fybus, R.N.R., an officer also of very great experience and with personal knowledge of the China coast and river services, who has been frequently served on the Marine Boards of enquiry. I am infinitely obliged to him for his trouble and for the assistance he has given me. I proceeded as follows:—I first read over the part of each witness' evidence relevant on this point and then put my questions to Captain Fybus as to the plaintiff's evidence as to the duties left to the Chinese pilots and the course of himself and the mate I put the questions (1) Does this describe the usual course of duty on river boats carrying only two officers? (2) If so, is the practice as described a proper and seamanlike way to run the ship or is it negligence, and behaviours calculated to imperil the safety of the vessel. His replies were:—(1) I believe this to be the usual course of duty not only on West River boats but on the Yangtze. (2) It is quite in order and reasonable. The captain is always available and can be called and provided he is on the alert it would not be proper to interfere with the pilot who has local knowledge. The pilots are very competent men. I consider the practice as described in the captain's evidence seamanlike and reasonable. I then requested Captain Fybus' opinion on the Chief Engineer's evidence. The comment was "If boarings get heated the engines should be stopped at once and a report made to the bridge as soon as possible afterwards. The captain was not on the bridge if the engineer went up at once; that the captain is out immediately if his telegraph rings shows him to be on the alert." On the pilot's evidence the comment was "The pilot was not in fact in sole charge of the ship merely because he was alone on the bridge. He would be perfectly capable of navigating the ship in ordinary circumstances, and if the captain was at hand and ready, that would be quite sufficient. The captain came out when the boat was rather thick shows him to have been on the alert." On the mate's evidence the comment was as follows "The captain should be on hand, not necessarily on the bridge. There are no rules—the master must be in the vicinity of the pilot. If he is at hand so as to be called at once that is sufficient. Chinese pilots are as competent as anyone. The evidence does not necessarily prove negligence. I have followed this practice myself on the Yangtze. If the vessel wants to anchor—comes to a station—there is a fog, then the captain is called. The mate's evidence is perfectly consistent with the opinion he gave in cross examination that the captain is a careful navigator and attends to his duties in a proper manner." I then put a further question to the pilot as to the practice under captain Austin was proper and seamanlike, why should it have been altered on his dismissal when a new master took command? Answer—"I regard the system under Captain Austin as a reasonable one for voyages of this sort with a vessel carrying only two officers. Any regular system of watch and watch about on a river boat carrying only a captain and a mate must be illusory." The mate is on special duty before arriving in port—in port he is busy with passengers and cargo. He has many duties in connection with the vessel, and it is necessary for him to have reasonable time for sleep. I regard it as physically impossible for a man with so much to do to keep his regular watches satisfactorily. Now would it tend to efficiency to have the captain always on the bridge? The system described by Captain Austin, the pilot, is reasonable and the best possible in all the circumstances of the case. I am quite prepared to accept the opinion of Captain Fybus in a subject matter in which he is thoroughly at home and his reasons seem to me as logical and as sufficient. But even were I not ready, as I certainly am, to accept his conclusions, it is clear that if the matter is left in any uncertainty then, when two professional experts differ so widely on a matter of professional duty, the assessor and the expert witness in this case is not competent for me to find the plaintiff in fault. The burden of justification being, of course, on the defendants, if at the conclusion of their case I cannot come to a conclusion in their favour, then evidently they have not done what they were bound to do. But the plea fails for yet another reason. I have no doubt that the practices on local river boats is exactly what the plaintiff said it was with regard to the keeping of watch and the responsibility of the pilot. My reason so holds and I am ready to agree with him. I have also no doubt that the plaintiff ran his ship on these very lines from the date of his appointment as master in March, 1910. Nor can I have the least doubt that his conduct was very good and that he was doing what he had of course ample means of knowledge—and that they fully concurred in what was going on. This being so, one would expect that if at any time they came to consider that regular watches ought to be kept they would as fair reasonable men notify the master of their desires. It follows then that when after all these months they put forward suddenly and without any previous notice, the failure to keep regular watches as a ground for summary dismissal, they make it very difficult to believe that the ostensible ground is the real one. Nor do I myself believe it. In my opinion the defendants had some collateral motive for wishing to be rid of plaintiff. Suggestions were made in cross examination that they had found him looking in consultation to passengers. No doubt acts of deliberate

discretion, if brought forward to the captain of a passenger steamer, would give him ample justification for summary dismissal. But nothing of this sort has been proved. I think it quite possible that the captain's measures with troublesome passengers were on the regular side—perhaps he was sometimes not as careful as he might have been—possibly the defendants thought they would like to have a milder mannered man in command. But this is nothing but conjecture. I come next to the second plea—that there was an oral agreement for the determination of the engagement on twenty-four hours' notice. It has been repeatedly held in this court that, special agreements apart, three months' notice of dismissal is reasonable for the master of a vessel. The burden of proof is on the defendants and I will say at once that they have failed to convince me that the alleged agreement was ever made. It was pointed out that on several previous occasions the plaintiff's service as master had terminated very suddenly, but he alleges that it did so on each occasion by mutual agreement and in any case the defence is not that the agreement for twenty-four hours' notice is a usual or ordinary one but that it was a special measure expressly insisted on by the directors because the plaintiff had given them trouble on previous occasions. It is very likely that when the directors engaged the plaintiff at the request as they put it of a third party, they felt they were conferring a favour on a man out of employment. They may have thought that under the circumstances it would be only fair that they should not be bound by the three months' rule. But they failed to satisfy me that any such reservation in their favour was insisted on by themselves or asserted to by plaintiff. Plaintiff stoutly denies it and I accept his denial. Possibly the three months' rule is a somewhat one-sided operation. It means that in the passenger trade where competition is keen owners may feel that they are losing business through some idiosyncrasy of a master, which at the same time gives them no grounds for summary dismissal. Then they are in a dilemma. Payment down in cash of three months' full salary might be a heavy charge on the earnings of a small local steamer. On the other hand if they give three months' notice they may fear that the captain, having no further occasion to consider their interests, may do serious injury to their business before the period of notice runs out. I admit the difficulty but the remedy is in the hands of the owners. They alleged on this occasion an oral agreement. If a master is ready to agree to accept summary notice, there is no reason whatever why he should not be required to put his agreement in writing. I have suggested that course before on a similar occasion. This is a lengthy judgment, but I wish to have the facts and my findings on them clearly set out in the event of an appeal. As the defendants' two pleas have broken down it follows that the plaintiff must have judgment. Three months' salary he is entitled to. As to the quarters he is not out of pocket through the dismissal as he had this payment to make while still in the employment of the defendants. I disallow this part of the claim. But the point was not argued and I will not hear the parties in Chambers if plaintiff presses this point and his solicitor really thinks he has any case. Subject to this there must be judgment for plaintiff for three months' salary at \$240 and the costs of the action.

Mr Lewis—Will your Lordship grant a stay of execution?

His Lordship—On what grounds?

Mr Lewis—To appeal.

His Lordship—An appeal is no ground for a stay of execution. The usual course is to satisfy me that the money would be paid if the decision is reversed.

Mr Lewis—But Captain Austin proposes going home and if he goes and we bring our appeal our money is gone.

Mr Stevenson—If your Lordship is prepared to grant my stay I would say that your Lordship that defendant should be bound to appeal as quickly as possible because my client does intend leaving for Europe.

Mr Lewis—There will be no delay.

His Lordship suggested that the matter be arranged between the parties as to security. He would not grant a stay of execution but if no arrangement could be made he would grant a stay of execution for a limited period.

**SOCIAL AND PERSONAL.**

Surgeon Verrary of H.M.S. Flora has been lent temporarily to H.M.S. Snipe whose doctor is sick.

It is stated that the Earl of Cromwell has taken the title of Marquess of Houghton. His father, the famous Monckton Milnes, the poet, was created Lord Houghton.

Mr Laurence Currie has been appointed to the Council of India in place of Sir James Mackay, who resigned on his elevation to the peerage. Sir James Mackay is taking the title of Baron Inchcape.

A telegram received in Singapore announces that the Sultan of Perak and party have arrived at Penang from England. His Highness has been ill, during his absence from this country, but it is satisfactory to know that he is now in better health.

[Continued.]

**A DELAYED TREATY.**

(Independent News Agency's Service to the China Mail)

Tokyo, Aug. 4.

Notwithstanding the exertions of the Japanese Government, the new Commercial Treaty with France could not be concluded on the 3rd inst., the day fixed for its signature, owing to the changed political situation in France and the difficulties of "selling" the Customs rates.

Both parties will therefore remain at present in non-Treaty relationship.

**STRIKES.**

**TROUBLE IN RUSSIA, EGYPT AND ENGLAND.**

(Reuter's Service to the China Mail.)

LONDON, Aug. 3.

12,000 dockers have struck at St Petersburg.

**UGLY SITUATION IN CAIRO.**

LONDON, Aug. 3.

A serious strike of tram employees has occurred at Cairo.

Attempts to run the trams yesterday were frustrated by mobs of strikers whom the police repeatedly charged with sabres, the rioters responding by throwing stones and firing revolvers.

Many were injured on both sides.

**LONDON STRIKE GROWING.**

LONDON, Aug. 3.

A mass meeting of London dockers held yesterday resolved on a general strike. It is expected that 20,000 will be idle to-day. The unions abroad are being asked to boycott ships from London.

Mr Ben Tillet said the strike might lead to a strike of the transport workers of Europe and America.

LONDON, Aug. 4.

A meeting of masters and dockers was held yesterday afternoon. Sir A. K. Rolit presided as arbitrator.

The Conference is to be continued to-day.

A slightly more optimistic feeling prevails.

**THE AGADIR EXPULSIONS.**

(Reuter's Service to the China Mail.)

LONDON, Aug. 4.

Britain is vigorously taking up, both at Agadir and Tangier, the matter of the expulsion from Agadir of Mr Ostler, Daily Express correspondent, and Mr McCullagh, the Westminster Gazette correspondent.

**CHINESE FEARS.**

(Wah Tat Yat Po's Service.)

PEKING, August 3.

H.E. Chan Chiu Shang, Governor of Kirin, has reported that a Power intends to occupy Toman River. He has requested instructions.

The body of an Indian watchman employed in a coal godown at Yamati was found on Thursday night floating in the harbour. The watchman is supposed to have been drowned accidentally.

The total number of cattle admitted to the Hongkong Government Depots for the year was 38,408, a decrease on the previous year of 4,333. This decrease is owing to the cessation of the trade with the Philippines. This trade was carried on with difficulty during the year and finally came to an end when a compulsory ninety days quarantine was imposed on cattle entering Manila. In Kennedy Town Depot 33,839 were admitted, a decrease of 3,551 on last year. There were 107 rejected alive as unfit for food against 118 in 1909.

**20 YEARS OLD**

**BRANDY,**

as supplied by us will be found to be the best Brandy to take in this climate. For all purposes, whether as a beverage or medicinally,

this Brandy will be found to be the best.

In cases of sickness 20 Years Old Brandy with milk will be found to have a wonderfully revivifying effect, and as a beverage, if mixed with

CLIFFORD WILKINSON'S TANSAN, it will be found most refreshing.

**Guaranteed 20 Years Old.**

**H. Price & Co., Ltd.**

12, Queen's Road Central, Hongkong.



[Continued.]

## THE VETO STRUGGLE.

## MR BALFOUR'S ADROIT MOVE.

(Reuter's Service to the China Mail.)

LONDON, August 3.

The Unionist papers unanimously welcome Mr Balfour's motion, which the Liberals characterise as an adroit move intended to re-unite the party.

The "No Surrender" section has postponed the issue of their manifesto which they consider might be regarded as a reflection on Mr Balfour.

## THE PREMIER INDISPOSED.

Mr Asquith did not attend the House of Commons yesterday and cancelled his engagements for the evening, owing to a slight affection of the throat.

## ORIGIN OF CENSURE MOTIONS.

LONDON, Aug. 3.

It appears that at a meeting between Mr Balfour and the "No Surrender" section yesterday, held at the request of the latter, Mr Balfour's advice was asked as to the best means of procedure.

The notices of the proposed votes of censure were the outcome of the meeting.

## WEIGHING THE CHANCES.

The newspapers are drawing up a list of the Peers who are likely to support Lord Halsbury. These calculations vary from 68 to 75.

The Liberal papers name 64 certainities and 28 "probables," though these latter have not yet declared their intentions.

## AN AUTUMN SESSION.

LONDON, Aug. 4.

In the House of Commons last night Mr Lloyd George announced that Parliament would adjourn on August 18th, after passing the Parliament Bill, the Finance Bill and a resolution regarding payment of members.

It has, he added, been decided to hold an Autumn Session, which is to commence late in October and is to be devoted to the Insurance Bill and other measures.

## DECENCY AND FAIR-PLAY DEMANDED.

Mr Lloyd George also stated that the Government was agreeable to discuss the vote of censure on Monday, but asked for an undertaking that the debate would be conducted under ordinary conditions of decency and fair-play.

The Parliament Bill is to be resumed on Tuesday.

## FRANCE AND GERMANY.

## PARIS BECOMING IMPATIENT.

(Reuter's Service to the China Mail.)

LONDON, August 3.

Impatience is being manifested in Paris over the continued silence as to the progress of the Franco-German conversations, while increasing agitation is being manifested in Berlin against the cession of Togoland in exchange for a portion of French Congo. Authoritative opinion in both capitals, however, anticipates a satisfactory diplomatic solution.

## HEAT WAVE IN GERMANY.

## SERIOUS EFFECTS.

(Reuter's Service to the China Mail.)

LONDON, Aug. 3.

Intense heat is prevailing throughout Germany. There are hundreds of victims daily, and there are many forest and woodland fires.

## THE ATLANTIC FLEET.

## ADMIRAL CHADOCK TO COMMAND.

(Reuter's Service to the China Mail.)

LONDON, Aug. 3.

Rear-Admiral Chadock has been appointed Rear-Admiral of the Atlantic Fleet in succession to Rear-Admiral Garden.

## ARBITRATION TREATIES SIGNED.

## FRANCE AND GERMANY; ENGLAND AND AMERICA.

(Reuter's Service to the China Mail.)

LONDON, Aug. 3.

A General Arbitration Treaty between France and Germany was signed in Paris to-day.

A message from Washington says the Anglo-American Arbitration Treaty has been signed.

[Note.—As there has been no previous indication of the likely conclusion of an Arbitration Treaty between France and Germany, we rather think the reference should be to France and America.—Ed. O.M.]

## HEALTH OF THE COLONY.

## Medical Officers' Report.

There was laid on the table at the Legislative Council yesterday a joint report by the Principal Civil Medical Officer (Hon. Dr. Atkinson) and the Medical Officer of Health (Dr. Francis Clarke) for the year 1910. From this we take the following points:—

## GENERAL SANITARY CONDITION.

The "cubic question" has for many years been one of the most difficult problems in connection with the sanitary welfare of the Colony, but it is now seen that, at last, it has been solved in a satisfactory manner by the enactment of stringent regulations combined with considerable latitude in their practical enforcement. The Public Health law of the Colony prohibits the erection of cubicles in ground floor rooms and limits those on upper floors to two in number, while it also limits the height of the partition walls to six feet and regulates their construction in certain other directions, but a discretionary power is granted by Ordinance, which has now been vested in the Medical Officers of Health, and they have thus been enabled to permit the erection of a larger number of cubicles on any floor, wherever the lighting and ventilation of the premises has been found to warrant such a concession. As a result only 14 prosecutions for illegal cubicles were necessary during the year, the fines amounting to \$85.

In connection with anti-plague measures to render houses as far as possible rat-proof, 324 ground surfaces in houses have been repaired and 1,675 buildings have had rat-runs filled up with cement.

Obstructions have been removed from backyards under notice, in 127 houses (274 in 1909). Notices to abate nuisances: the number of 8,404 have been applied for during the year.

In addition to the above improvements in connection with dwelling-houses carried out under the supervision of the Sanitary Department, various permanent improvements affecting sanitation have been effected by the Public Works Department. These include the training of additional nullahs to the extent of 3,897 feet (702 feet in 1909) and the building of public latrines and urinals in Nelson Street and Canton Road (Kowloon), and in Queen's Road East (Victoria), while a new Fruit Market has been erected in Bonham Strand, a new Cattle Depot and Slaughter-house at Sai Wan Ho, and office accommodation at the Castle Depot at Kennedy Town has been enlarged.

A considerable improvement is always taking place in the matter of scavenging lanes but the full effect of the Ordinance in this respect will not be realised for a considerable number of years. Nevertheless, the total area of lanes obtained for scavenging purposes during the year has been 5,212 sq. ft. (11,450 sq. ft. 1909), the length being 887 ft. (1,758 ft. in 1909), while a further area of 9,201 sq. ft. was resumed for the construction of roadways, etc. (27,268 sq. ft. in 1909).

During the year four wells, the waters of which were unsatisfactory, were closed by order of the Board.

## BIRTHS.

The births registered during the year were as follows:—

|                | Males. | Females. | Total. |
|----------------|--------|----------|--------|
| Chinese...     | 940    | 293      | 1,233  |
| Non-Chinese... | 163    | 137      | 300    |
| Total, 1910... | 1,103  | 430      | 1,533  |
| 1909...        | 1,044  | 473      | 1,517  |

This gives a general birth-rate of 4.5 per 1,000 as compared with 4.4 per 1,000 in 1909 and 4.2 per 1,000 in 1908.

The birth-rate amongst the non-Chinese community was 14.42 per 1,000 as compared with 15.38 per 1,000 in 1909 and 14.43 in 1908.

The nationalities of the non-Chinese parents were as follows:—British 129, Portuguese 78, Indian 40, Malay and Filipino 23, German 15, American 3, French 3, Jewish 4, Danish 3, Spanish, Swedish, Swiss and Japanese 1 each. The number of Chinese births registered does not give an accurate record of the number of births which have occurred. Owing to the custom of the Chinese of not registering births unless the child has survived for a month and often in the case of female children not at all, it is probable that the majority if not all of the infants which are actually at birth or die before their births registered. It is customary, therefore, to assume that all children of European parents and under whose names are entered the various Conventions (being brought there sick or poor people) and all young infants found dead in the streets, harbour, hillside, etc., by the Police, have been born in the Colony but not registered. By adding the number of such children to the number of the registered births it is assumed that a somewhat more correct number of births is obtained and from this is calculated a corrected birth-rate.

The number of such children in 1910 was 298 males and 464 females, total 762, which when added to the registered births makes a total of 2,315 as compared with 2,283 in 1909. The corrected birth-rate is therefore 6.6 while amongst the Chinese community alone the rate becomes 6.1 instead of 3.7 per 1,000.

The proportion of male over female registered births is very marked amongst the Chinese, there being 321 males to 100 females; in 1909 the proportion was 226 males to 100 females. With the addition of the 783 above mentioned non-registered births the proportion becomes 159 males to 100 females.

In the non-Chinese community the proportion of male births to female births for 1910 was 119 to 100, as compared with 117 to 100 in 1909 and 108 to 100 in 1908.

## DEATHS.

The deaths registered during the year numbered 7,639 against 7,297 in 1909. The death-rate was therefore 21.78 per 1,000 as against 21.13 in 1909.

The total number of deaths amongst the Chinese community was 7,430 which gives a death-rate of 22.60 per 1,000 as against 21.68 in 1909 and 23.45 in 1908.

The deaths registered amongst the non-Chinese community numbered 209 of which 122 were from the civil population, 20 from the army and 7 from the navy.

This gives a death-rate for the non-Chinese community of 10.04 per 1,000 as compared with 12.45 in 1909 and 14.78 in 1908.

The death-rate contrasts very favourably with that of the Chinese and also with that of the United Kingdom which, for 1908 and 1909 was 15.2 and 14.8 respectively, but it must be borne in mind that over half the population of the Colony (including Chinese) is between the ages of 20 and 45 and that invalids frequently leave the Colony for their native countries.

The nationalities of the deceased were as follows:—British 73, Indian 48, Portuguese 15, Malay and Filipino 14, American and Australian 6, German 5, Spanish, Italian, French 6 each, Danish 1; this gives a death-rate of 8.4 per 1,000 for Europeans

and whites; 10.7 per 1,000 for East Indians, and 11.5 per 1,000 for races classed as mixed and coloured.

The total number of deaths which occurred amongst the non-Chinese resident civil population (omitting that is to say the 18 deaths in the Mercantile Marine and Foreign Navies) was 164 and allowing 1,500 for the non-Chinese floating population this gives a death-rate of 12.38 per 1,000 for the resident non-Chinese civil population.

## DISEASES.

Respiratory Diseases.—The total number of deaths from these diseases for the year was 2,841 of which 58 were among the non-Chinese community leaving 2,803 among the Chinese population; 892 out of this total occurred in infants under one year of age.

Pneumonia alone accounts for 780 deaths of which 705 were Chinese. Pneumonia caused 1,165 deaths of which 1,133 were Chinese. Many of these bodies were examined in the Public Mortuaries and in no case was death attributable to pneumonia. 873 of these deaths from pneumonia occurred in infants under one year of age.

The death-rate among the Chinese from respiratory diseases was 7.9 per 1,000 as compared with 7.3 per 1,000 in the two previous years. The fact that the soil in the lower levels (which are the most densely populated) is water-logged during the greater part of the year has no doubt much to do with the heavy mortality from this disease, but it is to be hoped that the influence of education will gradually effect a reduction in this phthisis mortality which at present stands at nearly double that of England and Wales, which in the decennium 1891-1900 was only 1.3 per 1,000.

Nervous Diseases.—The number of deaths under this heading for the year 1910 was 494 as compared with 494 in 1909 and 419 in 1908. The figures compare unfavourably with those of the previous year; the influence of the Public Dispensaries and of the Public Midwives much however be gradually felt, and it is to be hoped that the figures will show considerable reductions within the next few years.

Malaria Fever.—The total number of deaths from malaria fever during the year was 591 (as compared with 423 in 1909 and 499 in 1908), of which 9 only were non-Chinese, 6 being from the civil population, 3 from the troops and 1 from the navy. Of these 582 Chinese deaths, 222 occurred in the City of Victoria (123 in 1909), while there were 70 deaths in Kowloon (120 in 1909), 199 in the village of Hongkong (165 in 1909), 30 in the Harbour, 2 in the New Territories and 1 at the Peak. Some of the deaths, however, which occurred in the City were cases brought over from Kowloon or from the Harbour, for treatment in the various city hospitals. Of the deaths which occurred in the village of Hongkong, 72 were from the civil population, 33 from the troops and 1 from the navy. Of these 582 Chinese deaths, 222 occurred in the City of Victoria (123 in 1909), while there were 70 deaths in Kowloon (120 in 1909), 199 in the village of Hongkong (165 in 1909), 30 in the Harbour, 2 in the New Territories and 1 at the Peak. Some of the deaths, however, which occurred in the City were cases brought over from Kowloon or from the Harbour, for treatment in the various city hospitals. Of the deaths which occurred in the village of Hongkong, 72 were from the civil population, 33 from the troops and 1 from the navy.

With regard to the increase in the number of deaths from malaria in the City during 1910 as compared with the previous year, we find that about one-third of these deaths occurred in Health Districts 8 and 10 which are at the Western end of the City, where a large number of workmen have been employed throughout the year in building operations at the site upon which the University is founded on the West by a mountain stream which a year ago was found to be swarming with anopheles larvae, and although the training of this stream was at once taken in hand and finished in the month of November, 1910, yet it is obvious that the employment of a large number of natives in a locality so long as it is swarmed with anopheles mosquitoes was bound to lead to a temporary increase in the number of cases of malaria. The training of these streams and their tributaries, the clearing of the sites and their surroundings, the completion of the building operations and the dispersal of the workmen (many of whom carry the malarial parasite in their blood although quite capable of working) will we hope speedily restore these districts to their former state of health.

Beri-Beri.—There were 586 deaths (645 in 1909 and 736 in 1908) from this disease during the year of which 4 only were among the non-Chinese community, two of whom were Malays, one a Japanese and the fourth a Chinese. Attention has been drawn to the fact that the cause of this disease is believed to be due to the eating of white or polished rice, and further investigations are being made into this subject. In the case of natives who have been warned as to the nature of the disease and advised to supply their workmen with beans in addition to the rice if they are not able to furnish them with a sufficient quantity of fresh meat or of fresh fish.

Infectious Diseases.—The total number of cases of infectious disease notified during the year was 178 (292 in 1909) of which 25 were of plague.

Plague.—The incidence of plague during 1910 was very light, only 25 cases being recorded, of which 4 were imported. Eighteen of the cases were discovered in the City of Victoria, one at the Peak, two in Kowloon, two in the harbour and two in the villages of Hongkong.

Typhoid Fever.—The number of cases of this disease during the year was 67 as compared with 75 during 1909 and 38 in 1908; 17 of the cases were imported. The cases of European or American nationality numbered 25, while the Chinese cases numbered 23, and 9 cases occurred amongst the other Asiatic races in the Colony. Three of the European cases, three of the "other Asiatic" cases, and 22 of the Chinese cases died. The case mortality among the European cases was therefore 12 per cent.

In most of the cases of typhoid fever which occur in this Colony the infection is probably contracted by eating salads of raw vegetables, which have been grown in Chinese market-gardens, where it is customary to water and manure the plants with diluted human excreta—both urine and faeces. Residents in the Far East should carefully avoid such sources of food as water-cress, lettuce, etc., in view of this danger of contracting typhoid fever, cholera or intestinal parasites, all of which diseases may be conveyed in this manner. Oysters from neighbouring Chinese ports are also occasionally the source of infection. It will be seen from the above figures that this disease is much less prevalent among the Chinese than among Europeans in this Colony, the ratio of cases to population being in the case of Europeans 2.3 per 1,000 and in the case of Chinese 0.1 per 1,000.

Small-pox.—During the year 81 cases of small-pox were certified, (38 in 1909), of which 9 were Europeans, and 23 were Chinese; 6 of the cases were imported. One European case and 16 of the Chinese cases died. The number of vaccinations for the year was 7,554 as compared with 6,771 in 1909.

Diphtheria.—Thirty-two cases of diphtheria were notified throughout the year 1910, 13 in 1909, four of them being imported cases. Twenty of the cases were Europeans and two were "other Non-Chinese" leaving ten Chinese cases. The cases were more or less evenly distributed throughout the year. There was one group of five connected cases, three of which occurred in a boarding-school, while the Inspector in charge of the Disinfecting Station contracted the disease, presumably by handling infected clothing.

Two of the Chinese cases died, and also two of the European cases.

Ante-natal and Post-natal Deaths.—Eighteen samples of milk were taken for analysis during the year, all of which were found to be unadulterated and genuine. A number of tins of condensed milk, cocoa and chocolate, various kinds of pickles and sauces, a quantity of fruit and some tins of potatoes, all of which had become mouldy, were seized and destroyed. The purity of alcoholic liquors is dealt with by the Police, who periodically submit samples for analysis. During 1910 one sample of whisky, one sample of brandy and one sample of rum were found to be adulterated.

## THE TYPHOON.

The black cone indicating that the typhoon is still situated to the South of the Colony in the 300 miles area has remained up all day to-day. During last night a gale swept over the Colony, while to-day the wind has continued to blow strongly and there have been occasional heavy downpours of blinding rain. The harbour has presented a very "typhoony" appearance, and all the steamers in port have been compelled to remain in shelter. As a consequence, shipping work has been absolutely at a standstill for the second day in succession. The English mail from the North came in during the forenoon, but instead of taking the usual P. and O. buoy she moored off Wanchai in a more secluded spot.

Notices issued by the Observatory at 7.30 last night stated that the typhoon was still south of the Colony and was progressing slowly on its course in a W.N.W. direction. At noon to-day the report was that the centre of the disturbance was probably situated about 75 miles S.S.W. of Gap Rock, and that it was moving slowly in a north-westerly or north-north-westerly direction, the coast west of Macao being threatened. It will therefore be noticed that since yesterday the disturbance, which would seem to embrace a considerable area, has taken a slight curve rather more in the direction of Hongkong than the course on which it was formerly moving.

We learn that the Admiralty collier Suisan will remain in Junk Bay until the black signals are hoisted down, when she will proceed to Wei-hai-wei.

The remains of an old broken junk was seen yesterday afternoon on the beach in the corner made by the Praya wall and the stone pier opposite Observation Point.

## BELLIOS PUBLIC SCHOOL.

## Presentation of Prizes.

Some five years ago, Mr R. E. Bellios, while on a visit to this Colony, intimated his intention of presenting annually to the pupils attending the school so generously built and presented by his late father, seven handsome prizes to be competed for at the close of the Midsummer Term. The subject was to be English composition; and the excellence of the essays recently sent in by the various candidates testified to the valuable stimulus provided by these prizes in the important subject—always a difficult one for youngsters, and especially so for native children. This year the prizes have been awarded as follows:—

- Class 1.—Emily Ahwee.
- 2.—Cheung Fook To.
- 3.—Mabel Chenailoy.
- 4.—Florence Chenailoy.
- 5.—Emily Barros.
- 6.—Ng Yuen Lin.
- 7.—Dollie Baker.

## A BASELESS RUMOUR.

"There is absolutely no truth whatever in the rumour," was the remark of Mr W. E. Clarke, Secretary to the Canton and Macao Steamboat Co., Ltd., when interviewed respecting a rumour that the a.s. Sui Tai had gone down on her way from Macao. Mr Clarke added that he had been in communication telegraphically as to whether the vessel was coming on to Hongkong and had received the reply that the Sui Tai was sheltering from the storm in Macao.

Enquiries were made as to whether any other vessel had met with disaster but no news whatever of such a calamity could be ascertained.

## IN THE COURTS.

Before Mr J. B. Wood an Indian chauffeur was charged with reckless driving and exceeding the speed limit. After hearing the evidence his Worship discharged the defendant.

A rather unusual charge was preferred against an old Chinese woman from Hongkong. She was accused of killing five ducks belonging to a neighbour. The ducks, it was said, trespassed on defendant's premises, and she sliced each of them by the neck and swung them against a wall. His Worship bound the defendant over in the sum of \$25 to keep the peace for six months.

At the Marine Court to-day, before Commander C. W. Beckwith, R.N., Lance-Sergeant Thompson prosecuted the co-owners of the Astor House Hotel launch, the Brena and the Wo On for disobeying the lawful orders of the Harbour Master on the 27th ultimo. It was stated that the defendants launched the free access to the gangway of the steamer St. Albans, and did not remove until the police launch was right on them. A fine of \$15, the alternative being one month's imprisonment, was imposed in each case.

A daring armed robbery has been committed in the village of Tai O. A gang of men, armed with choppers, entered the home of a villager, terrified and threatened the inmates, and before they had recovered from the shock of the intrusion, escaped with goods to the value of \$300.

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The Legacy, by Max S. Walters.  
The Ring of Pleasure, by Paul Creswick.  
The Garden of Resurrection, by E. Temple Taunton.  
The Street of To-day, by John Masfield.  
The Escape Agents, by C. J. Cutcliffe Byrne.  
The Journal, by Joseph Hooking.  
The Muzzled Ox, by Cornelia Stanton and Heath Hooken.  
Members of the Family, by Owen Wister.  
The White Owl, by Kate Korn.  
Mr. Nokes, by C. A. Dawson Scott.  
The Hand of Venus, by J. Morgan de Groat.  
A True Woman, by Baroness Orczy.  
Robinetta, by Kate Douglas Wiggin.  
The Vision of Balmaine, by G. B. Burgin.  
Honour's Follies, by G. W. Wynne.  
Some Happenings of Glendalyn, by Dorothea Conway.  
The King over the Water, by Justin Huntly McCarthy.  
Winding Paths, by Gertrude Page.

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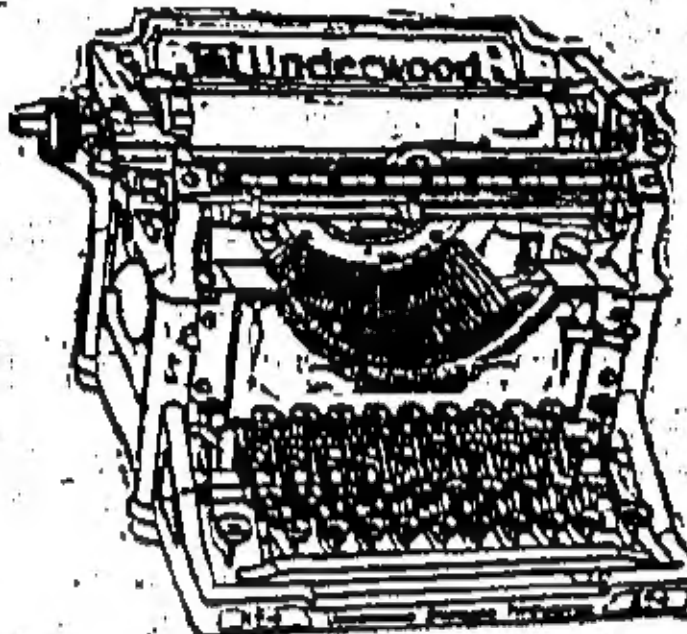
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|---------------------------|------|-------------------|--|--|--|
| Steamer                   | Tons | Ip.m, Sat'day     | Tons   | Sunday,  | Saturday,                                  |
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| DEVANHA                   | 8000 | Aug. 26           | Morea  | Sept. 17                                       | Sept. 23                                   |
| ARADIA                    | 7000 | Sept. 10          | Mongolia   | Sept. 30                                       | Oct. 6                                     |
| DELTA                     | 8000 | Sept. 16          | Mooltan  | Oct. 14  | Oct. 20                                    |
| ASSAYE                    | 7500 | Sept. 30          | Malwa  | Oct. 28  | Nov. 3                                     |
| DELHI                     | 8000 | Oct. 14           | China  | Nov. 11  | Nov. 17                                    |
| DEVANHA                   | 8000 | Oct. 28           | Macedonia  | Nov. 25  | Dec. 1                                     |
| ARADIA                    | 7000 | Nov. 11           | Marmora  | Dec. 9   | Dec. 15                                    |
| DELTA                     | 8000 | Nov. 25           | India  | Dec. 23  | Dec. 29                                    |

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong at time of booking.

FARES TO LONDON (Including Surtax).

| 1st Saloon    | 2nd   | 1st Saloon     | 2nd    |
|---------------|-------|----------------|--------|
| £71.10 Single | £48.8 | £108.14 Return | £72.12 |

In addition to the above Mail Steamers the following—

**INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS**

WILL LEAVE FOR

**LONDON,**

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS. | Leave HONGKONG |              | Duo LONDON   |      |
|-----------|----------------|--------------|--------------|------|
|           | TONNAGE        | about 1911   | about        | 1911 |
| SYRIA     | 8000           | August 23    | September 24 | 8    |
| NORSE     | 6700           | August 23    | October 8    | 25   |
| SARDINIA  | 6500           | September 20 | November 5   | 14   |
| SUNDA     | 4700           | October 4    | November 17  | 17   |
| SUMATRA   | 4600           | November 1   | December 14  | 14   |
| MALTA     | 6000           | November 16  | December 29  | 28   |

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

| 1st Saloon    | 2nd    | 1st Saloon    | 2nd   |
|---------------|--------|---------------|-------|
| £55.00 Single | £38.10 | £82.10 Return | £57.4 |

For further particulars apply to

E. A. HEWETT, Superintendent.

**MESSAGERIES MARITIMES FRENCH MAIL LINES.**

**FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.**

**FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.**

| For                         | STEAMERS   | CAPTAIN | To Sail               |
|-----------------------------|------------|---------|-----------------------|
| SHANGHAI, KOBE AND YOKOHAMA | POLYNESIEN | BEUVO   | Aug. 14, about 5 P.M. |
| MARSEILLES, Via Port        | YARRA      | ROGAT   | Aug. 15, at 1 P.M.    |

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BATAVIA, at C OLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from Marseilles to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

**FOR SWATOW, AMOY & FOCHOW AND RETURN.**

(Occupying 9 to 10 Days).

| STEAMERS | CAPTAIN             | LEAVING                      |
|----------|---------------------|------------------------------|
| HAICHING | Capt. W. C. Pasmore | SUNDAY, 6th Aug., at 9 A.M.  |
| HAITAN   | Capt. J. S. Roach   | TUESDAY, 8th Aug., at 1 P.M. |
| HAIMUN   | Capt. A. H. Stewart | FRIDAY, 11th Aug., at 1 P.M. |

**FOR SWATOW AND RETURN.**

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

During the months of JULY and AUGUST, RETURN TICKETS available at three months will be issued at a reduction of 20% on the usual rate to Fochow.

For Freight and Passage, apply to

DOUGLAS, LAFRAIK & CO., General Managers.



**PHILIPPINES STEAMSHIP Co.**

| Steamship | Ton   | Captain     | For                   | Sailing Date                 |
|-----------|-------|-------------|-----------------------|------------------------------|
| SAFRO     | 4,000 | M. C. Smith | Manila, Cebu & Iloilo | THURSDAY, Aug. 10, at 4 P.M. |
| RUBI      | 4,000 | S. Crosby   | Manila, Cebu & Iloilo | MONDAY, Aug. 14, at 4 P.M.   |

For Freight or Passage, apply

Shewan, Tomes & Co., General Managers.

Shipping.

**THE BANK LINE, LIMITED.**

REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.O., SEATTLE & PORTLAND (Or.), via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

| STEAMERS | Tons   | CAPTAIN      | ON OR ABOUT    |
|----------|--------|--------------|----------------|
| OSTERIC  | 11,000 | Jas. FINDLAY | 9th August     |
| SUVERIC  | 11,000 | F. COWLEY    | 22nd August    |
| KUMERIC  | 11,000 | G. MCGILL    | 26th September |

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points. Will call at AMOY and KEELUNG if sufficient inducement offers. For Rates of Freight or Passage apply to

**THE BANK LINE, LIMITED,**

Telephone No. 780.

KING'S BUILDING, PRINCE CENTRAL.

**INDIAN AFRICAN LINE.**

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

NEXT SAILING.

FROM HONGKONG. FROM COLOMBO.

22nd July connecting with s.s. Katanga...12th August.

For Rates and further information, apply to

**THE BANK LINE, LIMITED,**

(MANAGING AGENTS).

Hongkong, April 1, 1911.

**CONFERENCE-WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transhipping to Conference-Weir Line steamers at CALCUTTA.

PROPOSED SAILINGS.

| FROM HONGKONG   | FROM CALCUTTA |
|---|---------------|
| Fastest Sailing                                       | End August    |
| For rates of Freight and further particulars apply to | End September |

**THE BANK LINE, LIMITED,**

(MANAGING AGENTS).

**AUSTRALIAN COAL.**

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand. For Prices, delivered or ex Godown, apply to

**THE BANK LINE, LIMITED,**

KING'S BUILDING, (Fourth Floor).

Hongkong, February 8, 1911.

**NORDDEUTSCHER LLOYD, BREMEN.**

**IMPERIAL GERMAN MAIL LINES.**

| For   | STEAMERS                           | Tons     | To Sail                      |
|---|------------------------------------|----------|------------------------------|
| NAPLES, GENOA, ALGIERS, LUTZOW, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG | PRINZ LUDWIG, Capt. F. von Kienzer | (17,300) | WEDNESDAY, 9th Aug., at Noon |

| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA <th>PRINZ WALDEMAR, Capt. F. Iscke<th>(8,100)<th>WEDNESDAY, 9th Aug., at 4 P.M.</th></th></th> | PRINZ WALDEMAR, Capt. F. Iscke <th>(8,100)<th>WEDNESDAY, 9th Aug., at 4 P.M.</th></th> | (8,100) <th>WEDNESDAY, 9th Aug., at 4 P.M.</th> | WEDNESDAY, 9th Aug., at 4 P.M. |
|--|--|---|--------------------------------|
|--|--|---|--------------------------------|

| MANILA, YAP, MARONN, SAMA, RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE <th>JESSELTON, Capt. F. Sembill<th>(5,060)<th>Middle of August</th></th></th> | JESSELTON, Capt. F. Sembill <th>(5,060)<th>Middle of August</th></th> | (5,060) <th>Middle of August</th> | Middle of August |
|---|---|-----------------------------------|------------------|
|---|---|-----------------------------------|------------------|

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

For further Particulars apply to

**Norddeutscher Lloyd, MELOHRS & CO.,**

General Agents, Hongkong & China.

**ON SALE**

AT THE

**CHINA MAIL OFFICE.**

GENTS WASHING BOOKS. Useful to Bachelors. Price 30 cts.

SAM-TEZ-KING. The Tri-Metrical Classic..... 30 cts.

A HISTORY OF UNION CHURCH..... \$1.00.

SIR ROBERT HART'S MEMORANDUM. A Series of Articles on Sir Robert Hart's Services for the Improvement of China..... 20 cts.

Shipping.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.**

**MAIL SERVICE TO AUSTRALIA.**

**MAIL SCHEDULE**

(SUBJECT TO MODIFICATION)

| STEAMERS  | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|-----------|--------------------------------|------------------------------|
| ST ALBANS | Aug. 27                        | Aug. 22nd, at Noon           |
| WADSWORTH | Sept. 8                        | Sept. 18th, at Noon          |

Above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. Noona have Electric Fans, a daily qualified Doctor and Stewards are carried. For further particulars, apply to

**GIBB, LIVINGSTON & CO., Agents.**

Hongkong, November 2, 1908.

**VETARZO BLOOD MEDICINE.**

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE. Never before was there anything like it, nor can its marvellous properties ever be equalled in any case of poisons, impurities, or other imperfections of the blood from whatever cause arising. It is a powerful purifier of the blood, and it permeates and penetrates to the minutest capillary, overcoming and expelling disease, whereas other remedies merely remove the symptoms, leaving the disease to fester and grow deeper. It is a powerful purifier of the blood, and it permeates and penetrates to the minutest capillary, overcoming and expelling disease, whereas other remedies merely remove the symptoms, leaving the disease to fester and grow deeper.

Without pure blood health is impossible. VETARZO BLOOD MEDICINE. Never before was there anything like it, nor can its marvellous properties ever be equalled in any case of poisons, impurities, or other imperfections of the blood from whatever cause arising. It is a powerful purifier of the blood, and it permeates and penetrates to the minutest capillary, overcoming and expelling disease, whereas other remedies merely remove the symptoms, leaving the disease to fester and grow deeper.

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Notices to Consignees.

**NIPPON YUSEN KAISHA.**

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Co.'s Steamship Togo, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the



